

TYPHOON KILLS 100 AT HONGKONG

Wrecks British and French
Warships and Many
Smaller Boats.

NO WARNING OF THE BLOW.

Lasts Only Two Hours but Covers
Shore and Sea With
the Wreckage.

Loss of Life Mostly Among the Natives,
Whose Small Boats Stood No Chance in
the Storm—Twenty Killed on French
Warship in Collision—Several Small
British Torpedo Boats Damaged—Much
Property Destroyed Ashore—One American
Steamer Among the Damaged.

SPECIAL CABLE DESPATCH TO THE SUN.
HONGKONG, Sept. 18.—A typhoon which
struck here at 10 o'clock this morning and
lasted two hours caused incalculable
damage to property ashore as well as to
shipping. The lower levels of the town
were flooded.

There were numerous fatalities, principally
among the natives. It is feared that
considerably more than a hundred persons
perished.

The most striking feature of the storm
to the general observer was the amazing
manner in which the shipping was scattered.
The barometer was low, but did not indicate
a storm. Therefore no warning was issued,
and the shipping was taken suddenly
unawares.

Steamers and sailing vessels of all sizes
were hurled ashore like driftwood. Many
junks, sampans and other small craft were
tossed into the streets, which are now
blocked by piles of wreckage.

Thousands of native boats were crowded
with pearl hunters. Hundreds of these
sank like filled bottles, numbers of their
occupants vanishing with them. The whole
waterfront, docks and seawalls, is littered
with wreckage.

The British gunboat Phoenix and the
French torpedo boat destroyer Francisque
were wrecked. The French destroyer
Fronde was damaged in a collision, in
which twenty men were killed. The French
losses include four gunboats.

The British river gunboats Robin, Moor-
ben, Destroyer and Taku were damaged.

The British steamships Kwongchow and
Sancheung were sunk, and the German
steamship Johannes was beached to prevent
her from sinking. The German steamship
Apenrade is in a sinking condition and the
British steamship Montague is ashore, with
her sternpost broken.

The German steamship Signal is also
ashore. So also are the American ship
Hitchcock, the German steamships Petrarch
and Emma Suyken and the British steamship
Prinz Waldemar is damaged to an un-
known extent and the British steamship
Winghai is sunk.

Altogether six steamers, most of them
small, sank, and nine were wrecked. Thir-
teen were damaged. The Canadian Pacific
steamer Empress of Japan was saved by
barber jacks keeping her constantly in tow.

THE PORT AND THE WRECKED SHIPS.
Hongkong is an island in the China Sea,
separated from the mainland by a narrow
strait. It became a British possession in
1842, and since then has been one of the
great seaports of the world. Its population
is 300,000, and no port on the globe has so
large an export trade. Even in point of
tonnage it ranks third.

In many respects it is a modern city.
It has excellent schools, churches, hospitals,
and other public institutions. As a British
colony on Chinese soil it plays an im-
portant part politically in the Eastern situation
and is a military, naval and mercantile
headquarters for Great Britain.

Victoria is the capital, although this town
is commonly called Hongkong. It is upon
the north side of the island and built around
the curve of a wide bay.

Ships bring the flags of all nations ride
at anchor in the harbor, and large numbers
of merchantmen are constantly arriving
or clearing from the port. The year round
the bay is a busy spot.

The Johannes, which was beached, is a
German vessel that sailed from Del, off
Java, on August 1. She was built in Germany
and registers 652 tons and is 225 feet long.

The British steamship Montague, which
was driven ashore, arrived at Hongkong
on Sept. 14 from Vancouver. She was
built in Newcastle in 1899 and is 3,422 tons
net.

The Sancheung, which was sunk, was
built in Hongkong in 1902. She is owned by
a Hongkong company. Her tonnage is 380.

The Rathman, which is ashore, was built
in Leith in 1887. She registers 1,425 tons
and is 290 feet long. She is owned jointly
by Canton and Hongkong.

The only American ship reported lost
so far is the S. P. Hitchcock, Capt. Zerk,
which had just arrived at Hongkong from
Manila and was preparing to sail for
Baltimore and New York. She is owned
by I. F. Chapman & Co. of New York and
carried a crew of twenty-four men. She
was built at Bath, Me., in 1883 and is of
2,796 tons net register, 247 feet long, 30 feet
deep and 44 feet beam.

The German steamer Prinz Waldemar
is owned by the North German Lloyd
Company and has been employed in the
Bremen-China trade. She had just called
at Hongkong from Kobe on her way to
Bremen. She was built at Bremerhaven
in 1903 and has a net tonnage of 1,737. Her
dimensions are 328.1 long, 41.9 beam, 24.4
deep.

The British steamer Kwongchow was

built in Hongkong in 1902 and is owned
by the Shin-On Steamship Company of
Shanghai. She is of 507 tons net.

The British steamer Winghai was also
built at Hongkong in 1902 and is owned
by the Sam Wang Line Improvement,
Loan and Agency Company of Hongkong.
Her net tonnage is 548.

The German steamer Apenrade has been
travelling in the China seas for a number
of years. She was built at Hamburg in 1891
and is owned by M. Jensen of Apenrade.
She is of 811 tons net register.

The German steamer Petrarch, Capt.
Ahrens, arrived at Hongkong recently
from Saigon. She was built at South
Shields in 1871 and is owned by K. Wahl,
Jr., of Köln. The Petrarch registers 1,222
tons.

The French torpedo boat destroyers
Francisque and Fronde are 184 feet long,
20.6 feet beam and were launched in 1902
and 1903 respectively.

BAILEY GETS AFTER SULLIVAN.

The Senator Declares That He Is Not Em-
ployed by the Standard Oil.
WASHINGTON, Sept. 18.—Another chapter
was added to-day to the controversy
between William J. Bryan and Roger Sul-
livan, the Democratic national committee-
man from Illinois, when Senator Joseph
W. Bailey of Texas arrived in Washington.
The Texas Senator, who is dragged into
the affair by Mr. Sullivan, who, it is alleged,
said that if he was to read out of the
party for corporation affiliations, a like
service should be performed by Mr. Bryan
for Senator Bailey. Mr. Sullivan said
further that Senator Bailey was in the em-
ploy of the Waters-Pierce Oil Company, a
subsidiary concern of the Standard Oil
Company.

Senator Bailey said:
"If Mr. Sullivan made the statement
attributed to him he has exhibited a reck-
less disregard for the truth, which renders
him even less fit for membership on the
Democratic national committee than any
circumstances which Mr. Bryan has yet
mentioned against him. The Standard
Oil Company has no more interest in or con-
nection with the Tennessee properties for
which I am the attorney than Mr. Sullivan
or the Standard Oil Company. I am not re-
quired to explain my professional employment
in answer to such contemptible statements
as that made by Mr. Sullivan.
"My employment in this instance, as
well as in other instances, was such as any
honorable lawyer is glad to accept, and my
clients are entirely satisfied with the manner
in which I have protected their interests."

UNCLE JOE'S STUMPING TOUR.

Going to Missouri First and Then Will
Visit Other Districts in the East.

WASHINGTON, Sept. 18.—Speaker Cannon
will start on a long spellbinding tour on
next Monday. Leaving his home at Dan-
ville, Ill., his first stop will be at St. Louis.
St. Joseph and Kansas City will also be
visited while the Speaker is in that part
of the country. He will make a strong
effort to keep Missouri in the Republican
column, where it was thrown by the Roose-
velt tidal wave two years ago. He will
then speak to Omaha, Neb., where Mr. Cannon
will answer William J. Bryan's advocacy
of government ownership of railroads.
Omaha is in Mr. Bryan's Congressional dis-
trict. Mr. Cannon will then visit three
other closely contested districts in Iowa, speak-
ing at Ottumwa, Burlington and Davenport.
He will reach Chicago on October 9 and
make three or four speeches there. Start-
ing East he will speak at Marion, Ohio,
and in various other small towns until
Grafton and Keyser, W. Va., are reached.
Then he will make a trip through Represen-
tative Slomp's district, in southern West
Virginia. In Pennsylvania he will next
visit Baltimore, Philadelphia, New York,
Boston, Hartford and Buffalo.

FOR MEAT TRANSPORTATION.

Secretary of Agriculture Issues Rules
Binding on the Railroads.

WASHINGTON, Sept. 18.—Secretary of
Agriculture James Wilson to-day an-
nounced the regulations governing the
interstate and foreign transportation of
meat and meat food product by the rail-
roads. The regulations provide that no
carrier engaged in transportation of meat
or meat food product under a certificate
is made showing that such meat or
meat food product has either been in-
spected or exempted by the Department.
When any shipment of meat or meat
food product is offered for transporta-
tion through the United States as a part
of a foreign movement, the same certificate
will be required as if the shipment were
destined for some place in the United States.
The regulations prescribe that the certificate
of inspection shall contain the name of the
carrier, shipper, consignee, place of ship-
ment, destination, and the car number and
initial. The certificate may be stamped
upon or incorporated in any form which
is regularly or ordinarily used in the ship-
ment of meat or of meat food product.

All initial certificates delivered to the
carriers are ordered to be retained and filed
in the office of the Department in order that
they may be checked up periodically by the
officers of the meat inspection service.
The regulations also prescribe that the
common carrier shall receive for transporta-
tion or transport to any foreign country any
meat or meat food product which has not
been inspected and passed by the meat
inspection officers, and no master of any
steam or sailing vessel is allowed to receive
any meat or meat food product for trans-
portation from this country to Great Britain
and Ireland or any of the countries of
Continental Europe until a certificate of in-
spection covering the shipment has been issued
and delivered to the master of the vessel.

FERRYMAN TOO POLITICAL.

Accused of Taking Off Staten Island Boats
So That the Crews Could Work for Muller.

Lawrence Hanlon, assistant superin-
tendent of municipal ferries, will be put on
trial next Friday before Commissioner
Beneish of the Department of Docks and
Ferries upon a charge of neglect of duty.
Commissioner Beneish has suspended Han-
lon after an investigation pursued at the
request of Mayor McClellan, to whom com-
plaints had been made by some of the Staten
Island politicians. Hanlon is accused of
allowing the Department of Docks and
Ferries to be used as a base of operations
for the municipal ferry boat of three ferries
last week when they should have been
making trips and rounding up the employees
on them to attend a meeting of the Cherokee
Club on Staten Island, when Nick Muller
and Sheriff McCormick were to fight it out
between them for the control of the club.
Hanlon is a Muller man.
It is understood that at the trial other
and similar doings prejudicial to the good
of the municipal service will be charged
against Hanlon.

BRIDGE FALLS WITH TRAIN.

SCORES OF PASSENGERS LOST IN
CUMARON RIVER FLOOD.

Rock Island Railway Structure Weakened
by High Water—Few of the Many in
the Smoker and Day Coaches Saved.
—Pullmans and Chair Cars Rescued.

DOVER, Okla., Sept. 18.—Rock Island
passenger train No. 12, known as the Texas,
Kansas City and Chicago Express, due to
arrive at Kansas City at 5:30 P. M. to-day,
went down, with the bridge over the Cumaron
River, a mile and a half south of this
place, about 8:30 o'clock this morning.
The entire train, except the Pullman
sleepers, disappeared in the river.

Men, women and children, still drowsy
from their night's ride, were plunged to
death before they were aware of danger.
The number of dead can only be con-
jectured. So far as known here, the loco-
motive, two baggage cars and two, and
possibly three, day coaches were lost. This
train usually has a heavy patronage,
and it is possible that fully two score per-
sons were drowned.

Clyde Giest, 19 years old, who was re-
turning to his home here from Geary, Okla.,
made a thrilling escape. He said:

"I was sitting in the front compartment
of the smoker, ready to get off at Dover.
The only other person in this part of the
train was a negro porter. There were possibly
seven or eight men in the other compart-
ment. As the engine passed onto the bridge
I was aroused by three short shrieks
of the whistle.

"I felt the train gently sinking beneath
me. I ran to the front door, but by the
time I reached it the train was in the river
and the water was up to my knees. The
water was about twenty feet deep where
the bridge broke. To save myself I began
to scramble to the top of the smoking car.
The porter was ahead of me.

"I had great trouble lifting myself from
the water and asked the porter, who was
now on the roof, to take my hand and give
me a lift. He answered that he had to look
out for himself and did not help me. That
was the last I heard him say. A few seconds
later he was swept into the water and car-
ried away.

"The smoking car had drifted down the
river possibly a hundred yards, and I
resolved to try to swim. I plunged into the
water and was whirled down stream like
a cork. I managed to pull off my coat,
and then I tore off my cotton shirt, but a
heavy flannel baseball shirt was too strong
to be torn and I could not remove it.
Neither could I get out of my shoes and
trousers.

"As I was carried down the river I saw
two men swimming ahead of me. Both
seemed greatly frightened and one was
calling for help. As I passed them I told
them to take it easy and not get scared.
I have known the river for years at this
point, so I swam for a small island about
a mile and a half down the river, and finally
reached it. From there I waded and swam
to the north bank. I went to a farmhouse
where I got clothing and then walked to
Dover.

"I saw two other men floating down the
river behind me. Finally I lost sight of
all of them, and I suppose they were
drowned."

Giest was unable to estimate the number
of passengers on the train. He said he saw
certain that several women, with their
children, got on the train with him at Geary
last night were lost.

Frank Cullen, one of the advance crew
of the Forepaugh-Sells circus, was one of those
picked up by a farmer several miles below
the wreck. He said:

"I was in the smoker, and the first thing
I knew there was a grinding sound, as if
something falling. In a second we were
in the water with the coach turned on its
side and I crawled out of a window. The
car was whirled around and around by the
water, but we managed to hang on. In a
few minutes we grounded in midstream and
we tried to pull off our clothing. The waves
were so high that it was all we could do
to hold on.

"We had been there about half an hour
when the whole bridge fell. The big waves
and wreckage struck us, threw us all into
the water. The car was overturned and
completely submerged. Several of us
had been sitting on the car trying to
figure out some means of escape.

"My partner, Hank Littlefield, was about
all in when the wreckage struck us. I saw
him go down and am quite sure he was
drowned. How I was saved I don't know,
as I cannot swim. I was full of water
and floating heads and bodies all around me,
and I am sure that not many of them es-
caped. It was a hard matter to get out of
the window and help Littlefield through.
The coach was so full that it is almost in-
conceivable that so many got out. The
chair car and two Pullmans remained on
the track."

The entire superstructure of the bridge,
a wooden affair, is gone, and only a few
piles at the approaches are standing. About
six yards down the river, washed against
the south bank, is a half submerged car,
seemingly a baggage car, while about 100
yards from the bridge, also lodged against
the south bank, is another car. None of the
other cars is in sight.

Two Pullmans and the chair car stood
alone on the prairie, where they had been
stopped by the air brakes when the forward
cars went down with the bridge.

A man who went to the river as soon
as young Giest reached Dover said he saw
four men on top of a car, which he thought
was the smoker, in the middle of the river,
waiting for help. Not more than 150 feet
of the south end of the bridge went down
with the train, but while this man was
looking at the four men on the car, the main
structure gave way and the stretch of ties
and rails swept around like a stickle, struck
the car and knocked the four men into the
water. He saw them drown.

The Cumaron at the scene of the disaster
is fully 1,500 feet in width, its waters red
with the soil through which the river flows.
Great eddies sweep down the middle of the
channel.

The river was swollen with what is known
as a head rise in the Northwest, which is a
solid wall of water coming from the north.
These floods are irresistible. They swallow
acres of valley farms in an hour and gnaw
away bridge foundations in a few minutes.
A common saying among frontiersmen in
Oklahoma is "The Cumaron always breaks
it dead." The river rolls in beds of debris
and quicksand. To or-morrow it is probable
that the engine and the cars that lie in the
bed of the river will have disappeared
beneath the sand.

After all, there's the bodies
that made the nightfall famous.—Ad.

BUD DOBLE HURT BY HORSE.

Stallion Seizes Trainer With His Teeth,
Then Stamps Upon Him.

SAN JOSE, Cal., Sept. 18.—Bud Doble,
the famous driver and trainer of trotting
horses, was very seriously and perhaps
fatally injured to-day by a stallion. He
was about to take the animal out for his
morning exercise when the horse without
warning grasped him in his teeth and shook
him like a rat, then hurled him to the ground
stunned.

Before Doble could arise the animal
reared, then threw himself upon the pros-
trate man, rendering him unconscious.
Only the timely arrival of stablemen who
beat off the horse saved Doble's life.
Several of his ribs were broken.

ROSEBERRY ON NEW SPELLING.

Makes Humorous Reference to President
Roosevelt's Advocacy of It.

SPECIAL CABLE DESPATCH TO THE SUN.
LONDON, Sept. 18.—Lord Roseberry in a
speech at Haverock referred humorously
to President Roosevelt's advocacy of spell-
ing reform. He said a blow struck at
recognized spelling was a blow struck at
morality. It was only the conscientious
and virtuous who were hampered by the
laws of spelling. The unscrupulous and
impudent spelled ahead by their own phonetic
rules.

He was not sure the archaic, stereotyped
rules of spelling had not filled half the
lunatic asylums of the country with con-
scientious men, who pondered over arrang-
ing letters to form a word until their intel-
ligence perished. Meanwhile, the man who
had no nerves, no conscience, and no bowels
spelled on regardless of correctness and pre-
served his intelligence, such as it was, and
might in the last moments of his life be
honored by the homage of the President of
the United States.

HEARST LOSES IN ROCHESTER.

Only Carries One Assembly District—Most
Delegates Uninstructed.

ROCHESTER, N. Y., Sept. 18.—William R.
Hearst's men did not make such a showing
in the Democratic primaries in Monroe
county to-day as they had announced they
would. They had expected to win a majority
of the delegates to the State convention,
but they have only carried one Assembly
district, with possibly picking up two or
three more in the other four districts. In
many of the wards and towns the delegates
to the district conventions are uninstructed
and it will not be definitely known whether
they are Hearst or anti-Hearst until the con-
ventions are held.

One result of the primaries will be the
retirement of State Committeeman William
F. Balkan, who is also treasurer of the
State committee. It was only in the last
few days that he had begun an active fight
to prevent the election of Hearst delegates.
His own ward rejected his ticket by a vote
of two to one.

The Republican primaries were entirely
without incident. Railroad Commissioner
George W. Aldridge was in complete con-
trol and did not meet with the slightest
opposition. From there he will control the
entire delegation to the State Republican con-
vention.

HEARST CARRIES SYRACUSE.

Will Have a Solid Delegation From Onon-
daga County at Buffalo.

SYRACUSE, N. Y., Sept. 18.—Ex-Mayor
James K. McGuire secured a sweeping victory
at the Democratic primaries here to-day,
carrying every ward in the city for Hearst
and seven towns in the country where
there was a contest. This will give Hearst
an instructed delegation of nine from
Onondaga county.

The victory is complete for McGuire
giving him full control of the organization
and defeating M. S. Haven, who put up a
fight for Jerome. In Haven's ward, the
Twelfth, Hearst received 108 votes and the
opposition 26. In ex-Mayor W. B. Kirk's
ward the opposition received only six
votes. The Hearst ticket received 90 per
cent of the total vote.

The result is attributed to the personal
popularity of McGuire, who has been out
of politics several years, but who came
home to conduct the fight. McGuire con-
ducted a speaking campaign in every
ward.

CHANDLER HELPS HEARST.

Sees to It That the Second District Dutches
Convention Declares For Him.

POTSDAM, N. Y., Sept. 18.—The Second
Assembly district Democratic convention
for Dutchess county in this city this after-
noon was a Hearst affair through the in-
fluence of Lewis Stuyvesant Chandler. The
delegation to the Democratic State conven-
tion was elected by a vote of 100 to 10 in
favor of the nomination of W. R. Hearst for
Governor and Mr. Chandler for Lieutenant-
Governor.

The mention of Chandler's name brought
out hearty applause, but the name of Hearst
was received coldly. A resolution was
passed thanking Lewis S. Chandler and his
brother Bob Chandler for their efforts to
make politics in Dutchess county cleaner
and better. Allison Butte was endorsed
as the Democratic candidate for Supreme
Court Justice in the new Ninth district.

Odell Men Win at Middletown.

MIDDLETOWN, N. Y., Sept. 18.—The Re-
publicans of the Second Assembly district
of Orange county, at Goshen to-day, se-
lected delegates to the State convention
who are staunch Odell men. The delegation
is headed by Assemblyman Louis Bedell.
Delegates were also selected to the Ninth
Judicial district convention who are under-
stood to favor the nomination of Arthur
S. Tompkins of Nyack. Neither convention
instructed its delegates.

Hearst Carries Niagara County.

LOCKPORT, N. Y., Sept. 18.—There were
contests in very few wards in town at the
Niagara county Democratic primaries to-
day. Both sides are for Hearst. The
Democratic county committee some time
ago endorsed Hearst and the delegates
from the Assembly district to the State
convention will be for Hearst for Governor.

Retired New York Jeweller Drowned.

Justin Wertheimer, who was a prominent
jewelry jobber at 41 Maiden lane until his
retirement two or three years ago, fell
overboard from a pleasure boat in the
North Sea off Ostend several days ago
and was drowned. Word of the occurrence
was received yesterday by relatives in this
city. He had no family.

Hotel Martineau Dining Rooms, 115 and
123 St. Mark management as St. Denis Hotel.
—Ad.

22.30 TO ATLANTIC CITY AND
RETURN SATURDAY, SEPTEMBER 23.
Via Pennsylvania Railroad. Special train leaves
New York 7:15 A. M., stopping at Newark and
Lancaster. Returning leaves Atlantic City 7:00
P. M. Last of the season.—Ad.

CHURCHILL BARELY BEATEN.

FLOYD NAMED FOR GOVERNOR
OF NEW HAMPSHIRE.

Novelist Defeated Through a Combination
of Opponent Candidates—Had Largest
Individual Following of Delegates
—His Platform Adopted by Convention.

CONCORD, N. H., Sept. 18.—The Republi-
can State convention opened at 11 o'clock
this morning. The preliminary business,
including nominating speeches in behalf
of five candidates for Governor, was con-
cluded and balloting began at 1 o'clock.

From that hour until 9:30 to-night the
805 delegates were passing before the ballot
box almost without a break.

The leading candidates were Charles H.
Greenleaf of Franconia, Charles M. Floyd
of Manchester, Winston Churchill of Con-
cord and Rosecrans W. Pillsbury of London-
derry.

There were nine ballots, three of which
were thrown out because the total vote
exceeded the number entitled to seats.
Greenleaf, known in the campaign as the
machine candidate, led for five ballots.
Floyd and Pillsbury were close to him.

Winston Churchill, the anti-machine
candidate, started out with 157 votes and his
strong rose till it reached 335 on the final
ballot.

After the fifth ballot Mr. Pillsbury with-
drew in favor of Charles M. Floyd, the
successful candidate, and on the last ballot
the Greenleaf vote, except 55, went to
Floyd. The final vote was as follows:
Floyd, 408; Churchill, 335; Greenleaf, 45;
Stephen H. Cale, 1; total vote cast, 799;
necessary for a choice, 400.

The platform adopted is a victory for the
League Club of New Hampshire, which
backed the Churchill campaign.

The platform pledges the party to the
abolition of free railroad passes, to the
regulation of the legislative lobby, to a
direct primary election law, against race-
track gambling and all other forms of
gambling and to a commission to bring
about a more just apportionment of taxes.

The surprise of the convention was the
great strength shown by Churchill. His
campaign was at first looked upon as a
joke, but he was beaten only by a com-
bination of other candidates, he having
developed a larger following than any
other man in the field.

Following the State convention the
Second Congressional district convention
was held and Frank D. Currier of Canaan
was unanimously renominated.

NO ASSEMBLY FOR FILIPINOS.

Manila Papers Say United States Should
Be Warned by Cuban Failure.

SPECIAL CABLE DESPATCH TO THE SUN.
MANILA, Sept. 18.—The newspapers com-
menced extensively upon the disturbances in
Cuba. Some of the Filipino papers criticize
American intervention and say that Cuba
is capable of self-government if no ob-
stacles are put in her way. Others belittle
the seriousness of the situation. None
questions the stability of Cuba's Govern-
ment.

The American papers take occasion to
lecture the native statesmen and to depre-
cate the innumerable political parties
among the Filipinos. They also question
the wisdom of inaugurating a Philippine
Assembly next year. They argue that the
Cubans are generations beyond the Fili-
pinos and have had the freest opportunity
to develop their republic, under the close
protection and guidance of America. Never-
theless, they have proved themselves
incapable of doing so. Therefore the
American newspapers of Manila demand
that Congress do not repeat the unwise
experiment here.

Recently the general trend of the Ameri-
can newspapers has been to question se-
riously the advisability and possibility
of establishing an Assembly in 1907 in
view of the disturbed condition of the
islands, the activity of the ladrones, the
bitter animosity that exists between the
numerous political parties and the general
opposition to and extravagant criticism
of the Administration.

LABOR IN POLITICS.

Gompers and Others to Go Out and Stir Up
Things Some More.

WASHINGTON, Sept. 18.—President Samuel
Gompers of the American Federation of
Labor will visit New York and Chicago
this week, endeavoring to bring about united
action on the part of labor organizations
in the political campaigns in those cities.
At a meeting of the executive council of
the federation here to-day the report of
the labor representation committee,
composed of Samuel Gompers, James
O'Connell and Frank Morris, contained
this resolution and it was adopted.

The report also said that the election
of Representative Littlefield in Maine
was a great moral victory and one which
will have a salutary influence, not only
on the elections but also upon labor's
standing before Congress in the future
Grand Jury. The committee reported
that it had every reason to be encour-
aged in the greatest possible degree by the
showing of the labor representatives in the
Maine campaign. The story of this cam-
paign is being put into print